

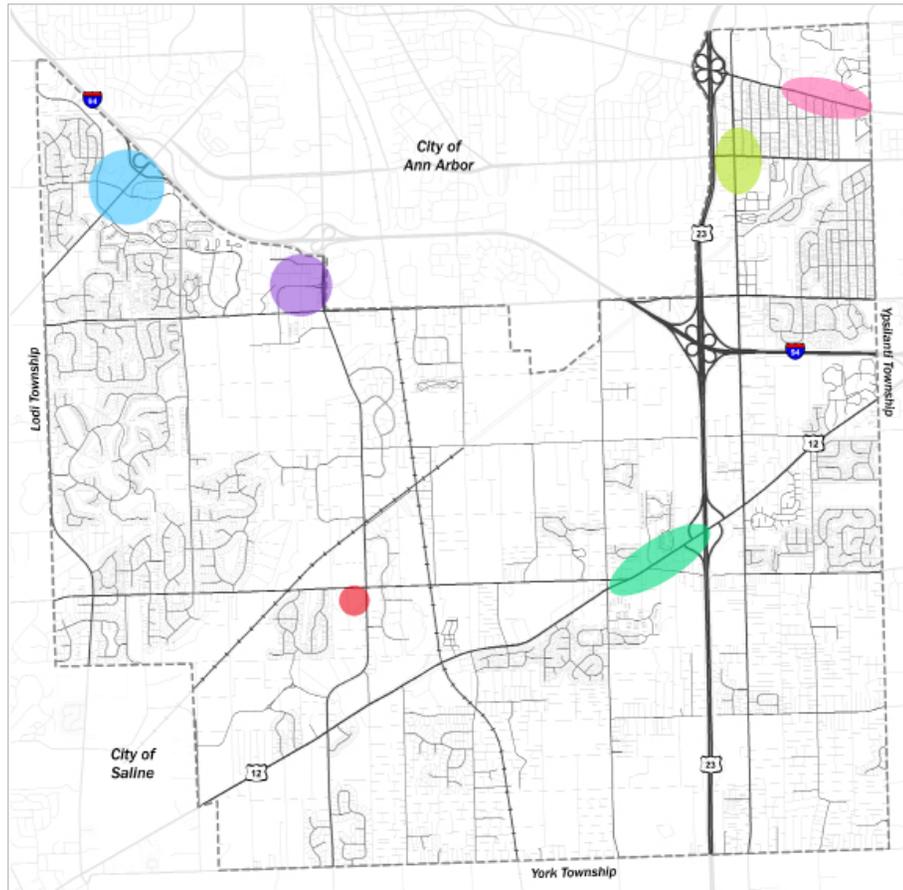


Focus Development Areas





FOCUS DEVELOPMENT AREAS



- | | |
|--|---|
|  Washtenaw Avenue |  State & Textile Roads |
|  Carpenter & Packard Roads |  State Street & Ellsworth Road |
|  Michigan Avenue & Platt Road |  Ann Arbor-Saline Road |

INTRODUCTION

The following graphical renditions are purely conceptual. More specifically, these are suggestions and outlines of our vision for how a particular node may develop in the future. We fully acknowledge and appreciate that the nature and types of development that occur in these locations will be dictated by market forces and take shape over a period of time. The Township is also committed, where applicable, to working with neighboring jurisdictions to ensure design and land use compatibility at a regional level. Our intent is to convey the essence of our future vision for the Township. These mixed-use nodes promote a land use pattern that supports a variety of compatible uses which are accessible via multiple modes of transportation.

The Future Land Use Plan, shown on page 33, identifies each of these six nodes as either the Mixed-Use I or Mixed-Use II land use category. As described above, these categories are unique because they mix living, working, shopping, and entertainment uses in a walkable, human-scale development. They are also unique because the residential density called for in the Mixed-Use districts is greater than the other residential land use categories, creating dynamic centers.

The images on the following page represent the elements these mixed-use development nodes may contain. Even though the following proposed development typology does not currently exist in the Township, these concepts are designed to be compatible with existing land uses and densities. These six nodes are located in areas that are primed for redevelopment or development at a human scale and will enhance the diversity of the Township's current stock of lifestyle options. These mixed-use nodes provide current and future residents with places to live, work, run errands and access entertainment and cultural opportunities, all within walking distance from each other. Furthermore, these areas will be connected to each other through public transit, automobile, and non-motorized connections.

REPRESENTATIVE MASSING & ELEMENTS OF FOCUS DEVELOPMENT AREAS

ROW HOUSES



SOURCE: <http://www.residentialarchitect.com/>



BIOSWALES



SOURCE: <http://www.lakecountytill.gov/>

LIVE/WORK UNITS



SOURCE: <http://www.ndc-md.org/MountRainierArtistLofts.htm>

MIXED-USE



SOURCE: <http://www.rockvilletownsquare.com/gallery/>

GATHERING SPACES



SOURCE: <http://www.crockerpark.com/gallery.php>

COMMUNITY GARDENS



SOURCE: <http://www.nycgovparks.org/>



GENERAL LAYOUT CHARACTERISTICS AND ELEMENTS OF THE FOCUS DEVELOPMENT AREAS

GENERAL LAYOUT CHARACTERISTICS

These nodal developments have, for the most part, been designed for buildings ranging from 1-5 stories. Note that in areas like Washtenaw Avenue, Ann Arbor-Saline Road, and Carpenter & Packard Roads, existing Big Box development has been integrated into the designs. In these areas it is important to infill the existing surface parking lots that are in front of the stores and reduce setbacks. Mixed-use buildings will be located along these major corridors; they will typically be separated from the road with a 5-10-foot wide landscaped area, 6-10-foot wide sidewalks with buildings immediately adjacent to the sidewalk (*refer to the illustration to the right*). Bringing buildings closer to the street and designing them at a human scale with a lot of ground floor transparency, attractive building materials, and providing for outdoor public gathering areas will create a more enjoyable and vibrant experience.

The proposed mixed-use buildings in these six nodes may range from 2-6 stories, and generally contain ground floor retail or commercial activities with offices and/or residential above. Many of the streets in these areas may provide for on-street parking, with additional parking needs being met via parking structures. When surface parking is needed it will be provided behind buildings. These areas will intrinsically integrate transit and non-motorized amenities into the transportation network connecting them to one another and other land uses in the Township. *See the illustration to the right* that shows how the streets in these areas may be configured to provide all residents with transportation options.

PUBLIC GATHERING SPACES

Although the Township has many parks, it does not yet provide for urban park/public spaces. We suggest that gathering spaces should be integrated into the six nodal development areas to give residents an opportunity to hold festivals and other events as well as casually gather together. The parks/public spaces should be used as an organizing element in site designs, and occupy prominent positions rather than be located in "left-over" spaces. Each public gathering space should also allow pedestrian connections to other gathering spaces throughout the mixed-use nodes. These spaces may range from large gathering spaces to pocket parks and often contain landscaped areas, flexible hardscaped space, water features, ice skating rinks, street furniture, public art, chess tables,

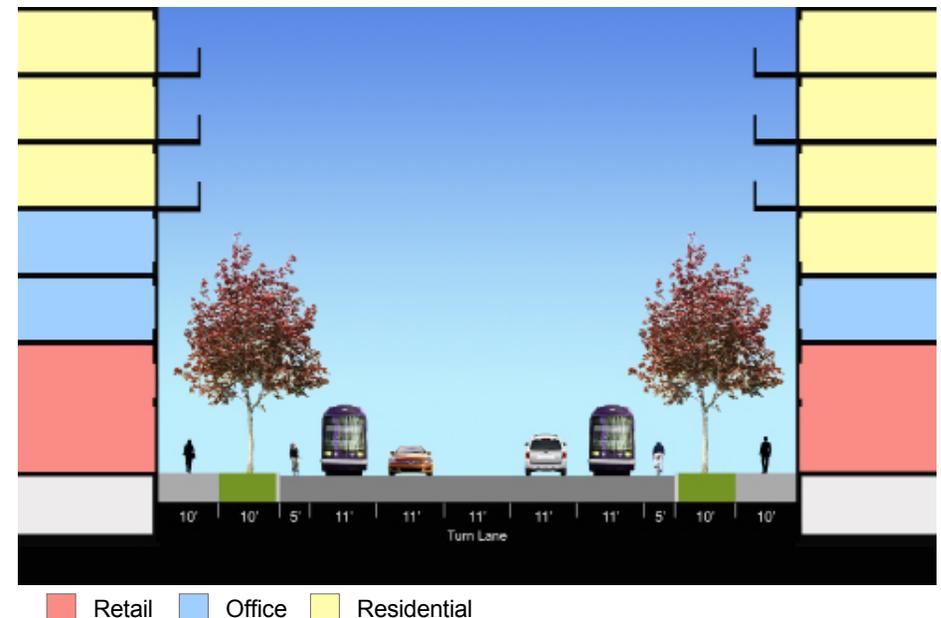
and other amenities. The recently redeveloped Campus Martius Park in Detroit serves as a strong example of this urban park typology.

ROW HOUSES

While reviewing the conceptual designs on the following pages, note that many of them feature row houses; row houses are used as a strategy for stepping down density in mixed-use areas. Row houses help with the transition from mixed-use buildings to single-family and other lower density developments, while providing for an additional housing type to meet the needs and desires of residents. The Washtenaw Avenue design concept illustrates this step-down approach. As we move west away from the intersection of Washtenaw & Golfside building heights are reduced and row houses introduced to buffer the existing single-family Washtenaw Heights and Oak Park neighborhood from more intense uses.

LIVE/WORK UNITS

As part of the Township's commitment to the cultivate arts & culture, some of the buildings in these concepts for the six nodal developments contain spaces where artists can live above their studio spaces. These buildings have gallery and other flexible spaces integrated into them where artists can gather and promote their work.



Representative cross-section of a street served by transit and bicycle lanes.

These spaces can also be designed to meet the needs of burgeoning entrepreneurs. These units can facilitate business incubation by providing entrepreneurs with one space where they can live and simultaneously develop their business, thus saving on the cost of renting office space as they try to launch their new business venture.

SENIOR HOUSING

It is estimated that, 20-25% of the Township's residents will be over the age of 65 by 2035 (SEMCOG, U.S. Census Bureau). Senior housing has been incorporated into many of the conceptual designs because it should be located adjacent to retail, personal services, and other commercial activities to provide people with reduced mobility (e.g., seniors) access to the items and services necessary to meet their daily needs. The proposed senior housing varies from independent living in cottages, duplexes, apartments, and condominiums to assisted living in a larger facility.

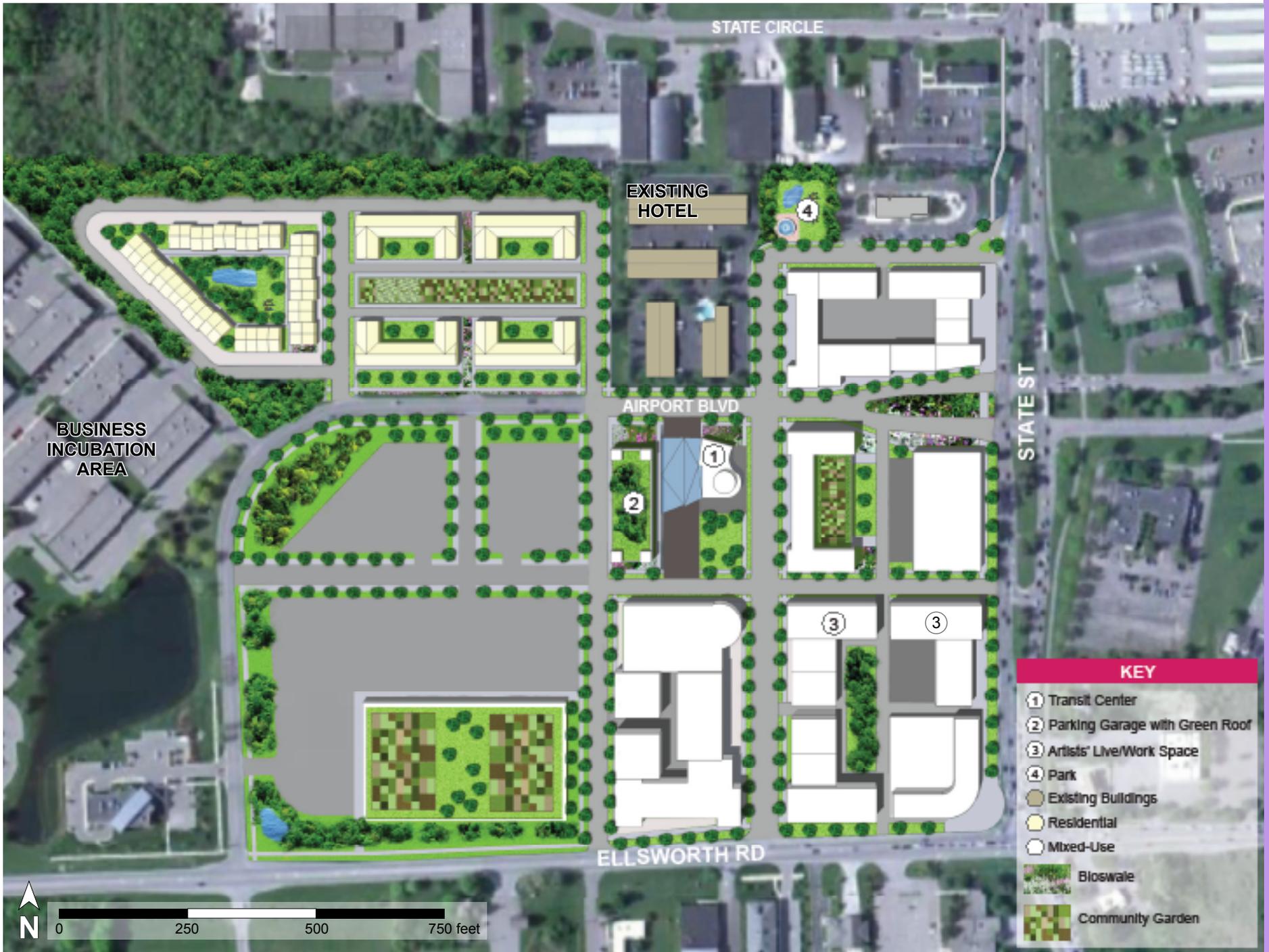
GREEN FEATURES

The design concepts for the following six nodal developments demonstrate the Township's continued effort to green itself through the use of low impact development techniques such as preservation of natural features, bioswales, green roofs, permeable pavement, and other natural stormwater management techniques in future public and private development activities. These areas may also contain buildings with a variety of sustainability features integrated into their construction and function.

COMMUNITY GARDENS

The 2010 Pittsfield Master Plan promotes the policy of making agriculture a more economically viable activity. One way to incorporate this commitment into these dense development nodes is to promote community gardens. These gardens can help educate residents about the importance of local foods, help them make connections with farmers who may participate in these gardening activities, generate a strong sense of community, and provide all Township residents access to fresh, healthy produce.

It should be noted, once again, that the designs for the six mixed-use development nodes laid out in the following pages are purely conceptual. The overall aim is to introduce a land use pattern into Pittsfield Township that concentrates development within existing nodes, and reduces development pressures on existing green and open spaces. It also serves as a mechanism to help preserve our valuable green and open spaces.







KEY

- ① Transit Center
- ② Parking Garage
- ③ Live/Work Units
- Existing Buildings
- Row Houses
- Mixed-Use
- Public Gathering Spaces
- Non-motorized pathway
- Bioswale
- Community Garden

CARPENTER & PACKARD ROADS



KEY	
①	Existing Building with a Green Roof
②	Parking Garage with a Green Roof
③	Live/Work Units
④	Park
■	Existing Buildings
■	Parking Structure
■	Row Houses
○	Mixed-Use
○	Public Gathering Spaces
■	Bioswale
■	Community Garden

KEY

- ① Twp. Hall with flexible Community Space
- ② Weekend Farmers' Market
- ③ Hotel
- ④ Public Gathering Spaces / Parks
- Existing Buildings
- Row Houses
- Mixed-Use
- Non-motorized pathway
- Bioswale
- Community Garden





When first presented, as part of the 2010 Master Plan, it was noted that the focus or mixed-use development areas were purely conceptual. While still accurate and reflective of Pittsfield Township's position that the design renditions for the mixed-use development areas shown in this chapter are suggestive with market forces and existing land uses determining their ultimate outcome, we wanted to take the next step and outline a slightly more descriptive design for each of the areas that fall within the form-based districts (refer to the Pittsfield Township Zoning Ordinance): State & Ellsworth; Ann Arbor-Saline Road; Washtenaw Avenue; Carpenter & Packard; Michigan Avenue & Platt. In other words, as Pittsfield Township promotes pedestrian-oriented development that furthers a greater sense of community within its existing developed spaces, we want to outline specific expectations that are consistent with the needs of our community.

After the adoption of the 2010 Master Plan, the Ann Arbor-Saline Road area attracted development pressure, which prompted us to conduct a design workshop for this and the State & Ellsworth mixed-use development area to, as noted above, provide some more detail and clarity to both residents and developers. These design workshops, engaged the Toole Design Group (TDG) to conduct a three-day interactive



design workshop to delineate, with greater specificity, the vision for these two form-based districts. Conducted from September 17 – 19, 2014, the workshops and public forums generated much public interest and input and yielded the conceptual designs included in this chapter.

The design and concept for the Washtenaw Avenue mixed-use development area was developed in partnership with regional stakeholders participating in the Reimagine Washtenaw initiative. The Zoning Ordinance further details the incentivizing and other criterion associated with developing mixed-use projects in this area. The design workshops to update the conceptual renditions for the remaining two areas – Carpenter & Packard and Michigan Avenue & Platt



– were conducted, once again by TDG, in conjunction with the 2020 Vision planning process in fall 2015.

Each of the revised concepts visually depicts the move toward articulating a better balance between grey and green infrastructure within these mixed-use development areas. This is reflective of the public input received not just through the design workshops but also the surveys and public forums during the 2020 Vision planning process.

The survey responses placed State St/Ellsworth at the top when answering the question on which mixed-use development area(s) should be prioritized for development in the future. This location was followed closely and very surprisingly by Michigan Avenue/Platt and Ann Arbor-Saline since these are also two locations most cited for traffic congestion issues.

This conflation is, however, cleared up when analyzing the responses to the next question that asked residents what amenities/services they would like to see offered in the mixed-use development areas. The clear choice was green/park space. In other words, there is a need and demand to balance the grey infrastructure with more green spaces in the mixed-use areas by way of not just parks but also public gathering spaces that provide for art and other community engagement venues. Other services prioritized for incorporation into the mixed use areas include: restaurants; entertainment/cultural options; local retail; and coffee shops.

As noted earlier, steering development toward these form-based districts allows the Township to reduce sprawl and provide for accessible destinations that promote a sense of community and place.



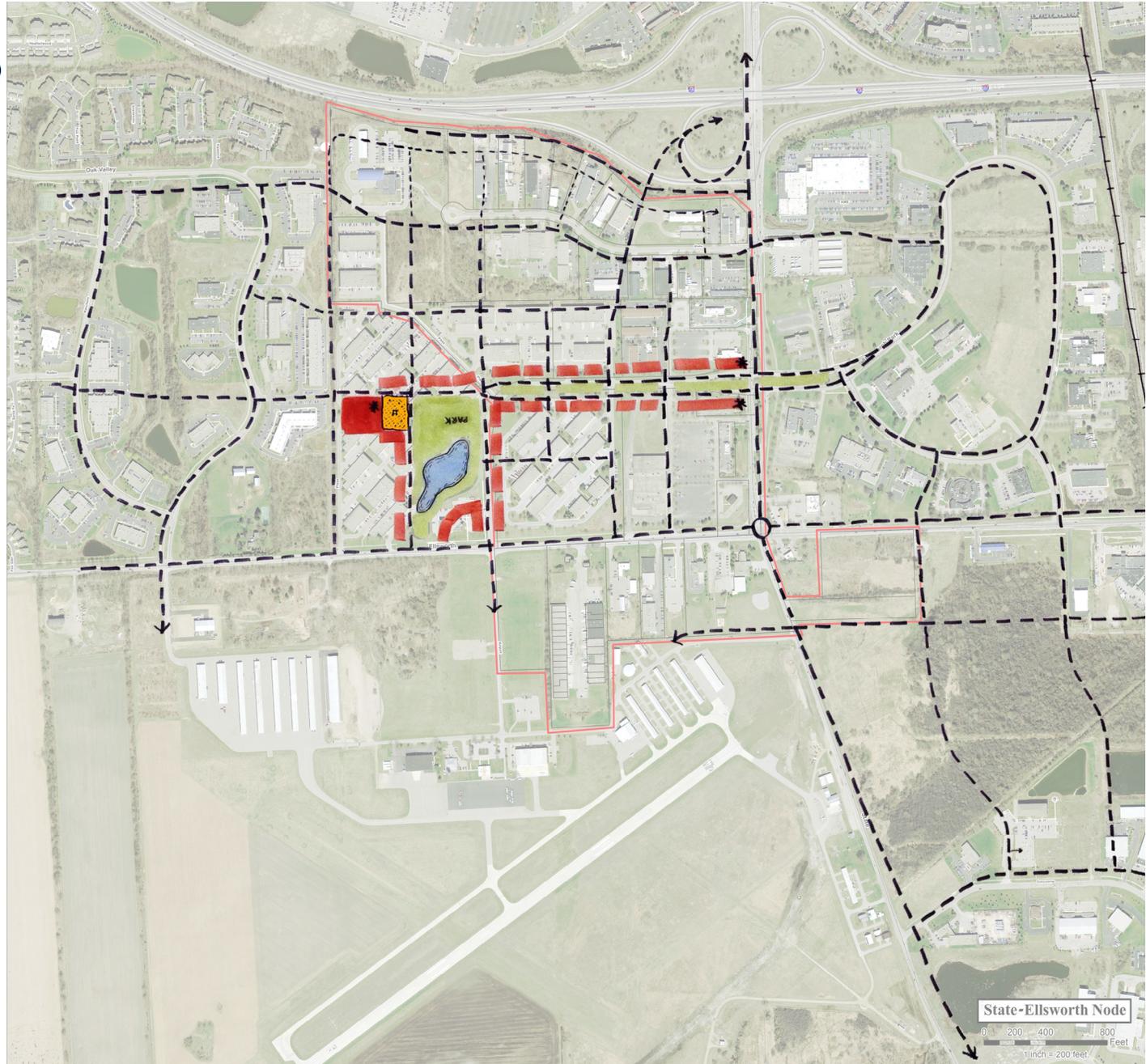
Legend

- Roadways (Existing or Proposed)
- Trails
- Park/Green Space
- * Focal Point
- Potential Development
- Public Space/Square



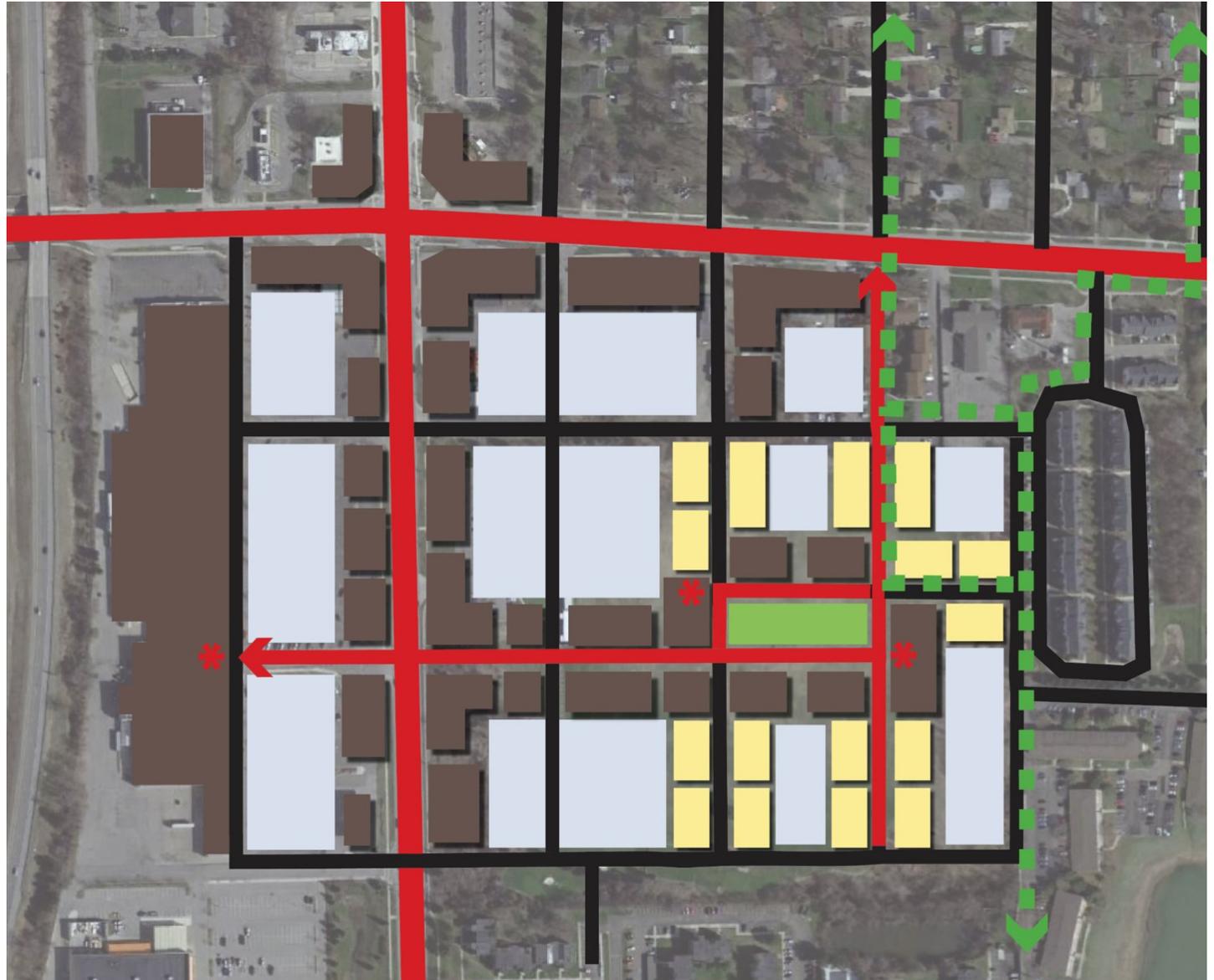
Legend

- Roadways (Existing or Proposed)
- Park/Green Space
- * Focal Point
- Potential Development
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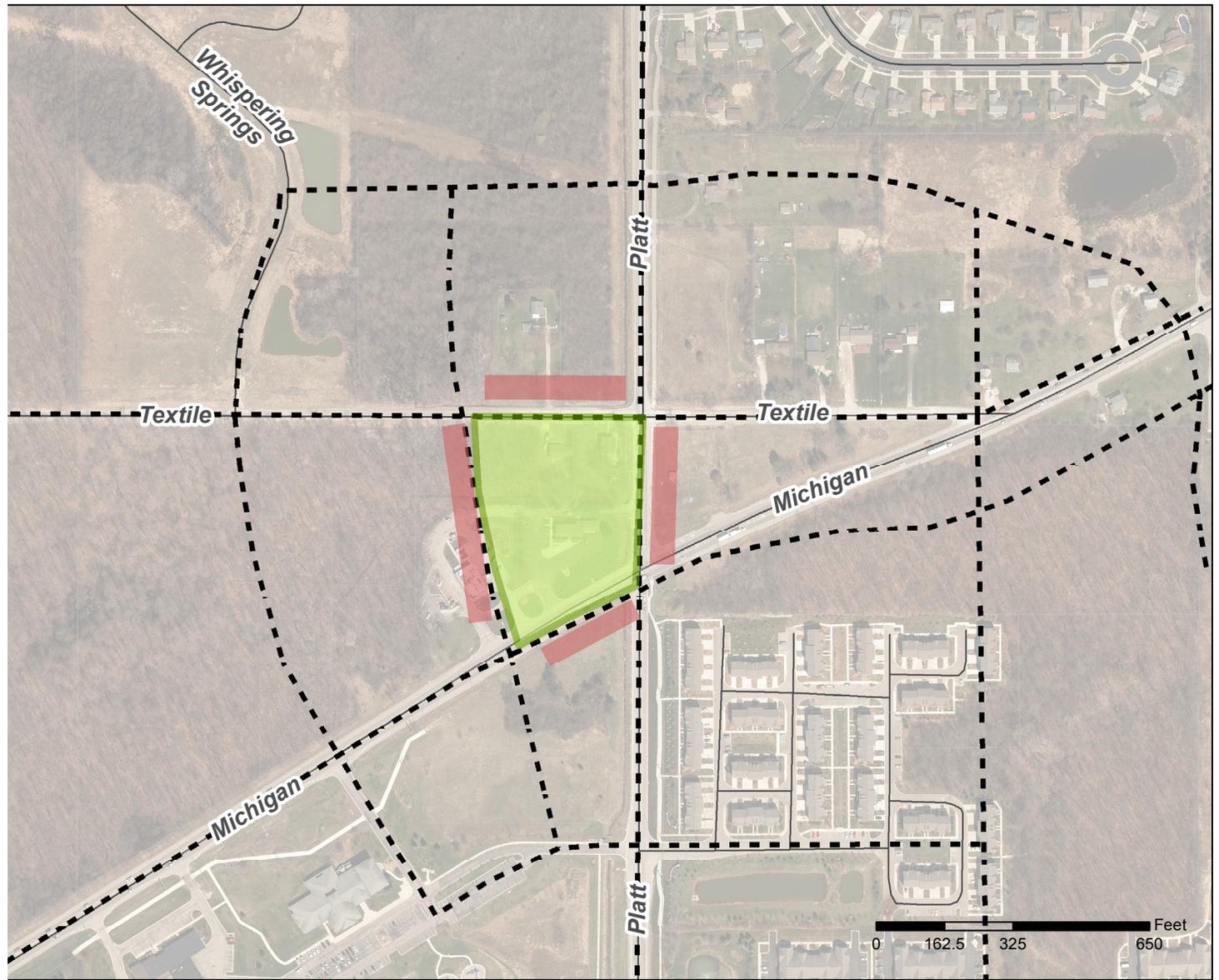
Legend

- Roadways
- Buildings (Existing and Proposed)
- Park/Green Space
- Parking
- - - Trails
- Traffic Control



Legend

- Roadways
- Park/Green Space
- Potential Development



Design Concepts



ACCESS	TheRide SUPER STOPS	STREET WALL	PARKING	BUILDING FORM	EDGE CONDITION	STREETSCAPE
Access and circulation will be improved by creating shared access points/connections, properly spacing driveways, and creating clear delineations between pedestrian and automobile zones.	Super stops are larger and more accessible transit stops designed to improve the amenities for potential riders. Super stops can be integrated into buildings.	A "street wall" is formed when buildings front onto a street with consistent setbacks. The placement, scale and design quality of the building's street wall determine the character of the streetscape and reinforce pedestrian objectives.	Parking shall be conveniently provided but located behind buildings and screened with necessary landscape and design elements.	Building form and design shall result in integrated, contextually sensitive, innovative, and high quality structures. A well balanced variety of building massing will add to the richness of the corridor's built environment.	Development edges shall provide enclosure and transition appropriately to adjacent parcels. While providing a legible boundary, edges should maintain some degree of permeability.	Properly designed sidewalks and crosswalks include appropriate width, street trees, street furniture, and a defined semi-public edge. The pedestrian realm should be a social place where people gather and congregate.

RE-IMAGINE WASHTENAW DESIGN GUIDELINES

CORRIDOR FORM BASED BUILT PROJECTS

SOUTHEAST MICHIGAN BUILT PROJECTS:

